



MASTER PLAN AND PART 150 NOISE STUDY UPDATES
MEETING SCHEDULE

The Master Plan and Part 150 Coordinating Committee will meet with the Fort Lauderdale Executive Airport Staff and the Kimley – Horn and Associates Consulting Team nine times over an eighteen-month period.	Public Meeting	July 19, 2001	Meeting Location: Florida Atlantic University 1515 West Commercial Boulevard Fort Lauderdale, FL 33309 Please contact Executive Airport at (954) 938-4966 to confirm all meeting schedules.
	Meeting No. 4	September 6, 2001	
	Meeting No. 5	November 1, 2001	
	Meeting No. 6	January 17, 2002	
	Meeting No. 8	May 1, 2002	
The tentative schedule for these meetings is as follows. All meetings will be held at 7:00 p.m.	Meeting No. 7	March 7, 2002	
	Meeting No. 9	July 18, 2001	

Dickey Consulting Services, Inc.
P.O. Box 892
Fort Lauderdale, Florida 33302



Fort Lauderdale Executive Airport
Master Plan Update Progress Report

Targeted for completion in mid-2002, Fort Lauderdale Executive Airport’s Master Plan and Noise Study Updates are proceeding on schedule.

The purpose of the two studies is to:

Provide guidelines for future airport development which will satisfy aviation demand in a feasible and practical manner while at the same time considering the goals and needs of the surrounding communities.

The existing Master Plan was completed in 1996 and accepted by the Federal Aviation Administration (FAA) in 1997. The current update will reevaluate the assumptions and alternatives identified in the previous Master Plan and will evaluate existing and future aviation demands and facility needs.

After review and selection of several options, the Master Plan and Part 150 Planning Committee (MPPCC) will help the City of Fort

Lauderdale develop a plan that will contain an achievable set of recommendations for the future of Executive Airport. These recommendations will reflect the goals of both the aviation and residential communities.

The City is conducting the Master Plan and the Part 150 Noise Compatibility Updates simultaneously in order that data collected and assumptions made in forecasting future activity can be used to develop appropriate noise abatement measures to mitigate any potential impacts from airport operations.

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William H. Crouch, Jr.

A Message from the Airport Manager

Earlier this year, the City of Fort Lauderdale undertook the important task of updating the Master Plan and Part 150 Noise Compatibility Study for Fort Lauderdale Executive Airport. The City hired Kimley-Horn and Associates and its sub-consultants, Harris Miller Miller and Hanson, Inc. and Dickey Consulting Services to provide professional assistance in the development of the studies.

The City also established a **Master Plan and Part 150 Planning Committee (MPPCC)**, made up of area residents, airport tenants and representatives from other cities, environmental and regulatory agencies, to work with City staff and the consultants throughout the update process.

On July 19, 2001 at 7:00 p.m., we will hold the first public meeting in the update process. The meeting will take place at FAU on 1515 West Commercial Boulevard and will provide information on the status of the two studies. Public participation and input are vital in order to ensure that stakeholder concerns are addressed and that the resulting Master Plan and Noise Compatibility Study reflects the best interests of the area.

We encourage everyone throughout the community interested in learning more about Executive Airport’s Master Plan and Noise Study Updates to attend this meeting and participate in the process. In addition, information on the studies can be obtained by contacting the Executive Airport Administration Office at (954) 828-4966.

Part 150 Noise Study Update
Status Report

Federal Aviation Regulations Part 150 sets the process for airport proprietors to follow in developing, documenting and obtaining FAA approval for noise reduction measures. The City of Fort Lauderdale is in the process of updating the Master Plan for Executive Airport in order to evaluate current and forecast aircraft activity, review existing noise abatement procedures, and develop and recomend additional measures to help reduce noise impacts in nearby residential communities.

The first major technical step in the Part 150 Noise Study Update, the portable noise monitoring program and aircraft operations data collection, has been completed and the analysis of aircraft flight tracks is underway.

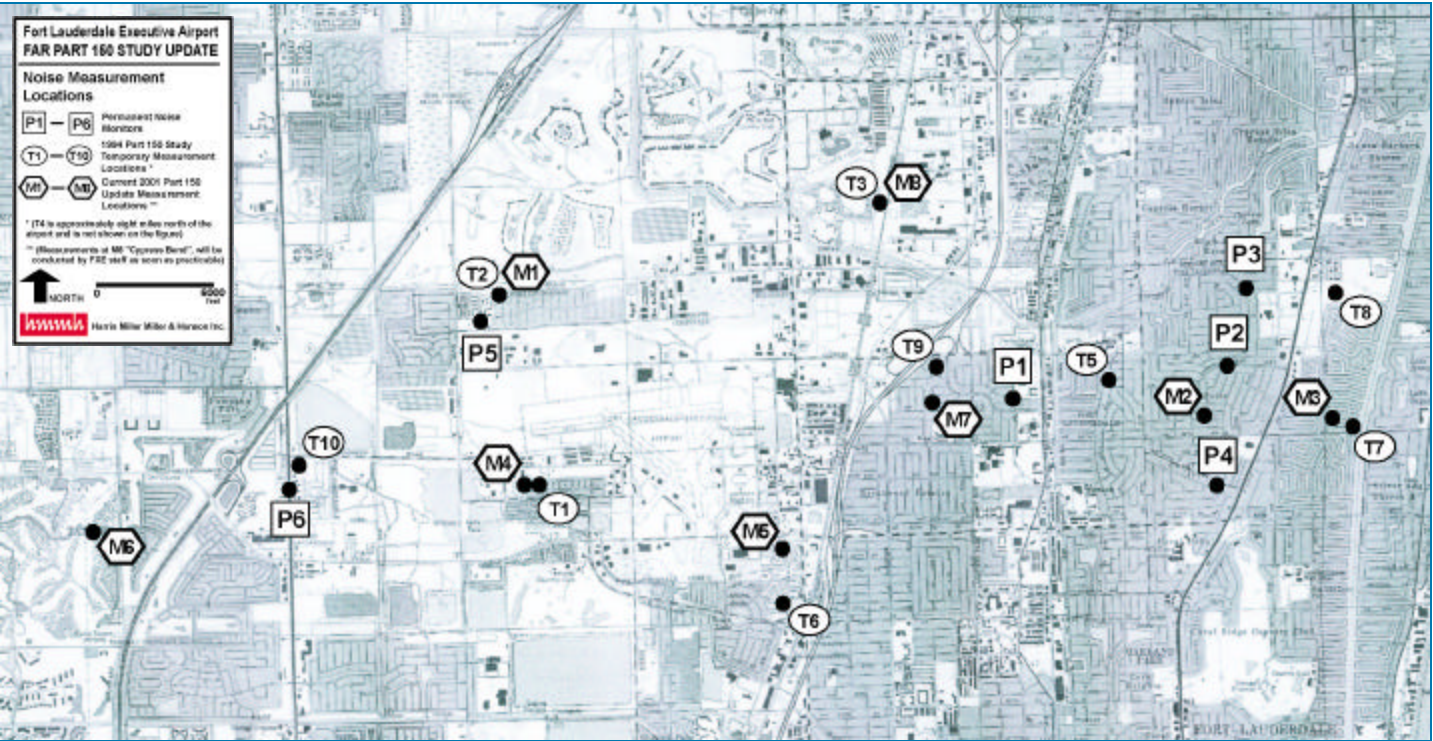
The goal of the portable monitoring program was to obtain short-term samples of noise levels at several noise-sensitive areas. The data collected will be compared with com-

Based Aircraft Levels		
	1997	2001
	Master Plan	Master Plan
Single engine aircraft	456	369
Multi-engine	327	187
Jets	65	115
Helicopters	30	37
Total Based Aircraft	878	708

Source: Kimley-Horn and Associates Inventory, March - April, 2001

puter-generated noise contours that will be developed as part of the study.

The seven sites selected for monitoring were chose to complement sites visited in the previous noise study as well as to reflect were the majority of aircraft activity currently occurs. The map below depicts the monitoring locations used in the previous study and the sites used in the update. The map also shows the locations of Executive Airport's six Permanent noise monitors.



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Data Gathering and Demand
Forecasts

The first step in the Master Plan process, the collection of data on existing conditions at Executive Airport, is nearly complete. This includes the development of base aircraft counts, a review of existing airfield and landside facilities and a review of airspace and airfield capacity.

The next step will be the development of forecasts of the aviation activity levels assuming that there are no facility constraints. Once the unconstrained forecasts are developed, the Master Plan will consider the various constraints on aviation activity that are present at the Airport. These include air traffic control issues in the local airspace and the limitations of the runway and taxiway system and aircraft parking aprons. These constraints will determine the Airport's capacity to accommodate future demand.

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Frequently Asked Questions about Executive Airport's
Master Plan and Part 150 Noise Compatibility Study Updates

1. What is a Master Plan?
The purpose of an Airport Master Plan is to provide for the future development of an airport so as to satisfy aviation demand in a financially feasible manner. At the same time a Master Plan must consider any potential environmental and social issues that may exist in the local community. A Master Plan must also satisfy federal and state guidelines and is necessary to identify projects eligible for federal and state grant funding.
2. Is the Master Plan an expansion plan for Executive Airport?
The Master Plan is **not** an expansion initiative. The Master Plan will analyze existing airport facilities to determine what actions or improvements may be required to optimize the safe and efficient operation of the airport. The study will help the City determine policy options regarding anticipated levels of air traffic demand and the allocation of existing and improved facilities to accommodate that demand.
3. What is the purpose of the Part 150 Noise Compatibility Study?
The purpose of the Part 150 Study is to analyze current and forecast noise exposure and to develop recommendations to reduce noise impacts on neighborhoods surrounding Executive Airport based on input from the Master Plan and Part 150 Planning Committee and the general public. Federal Aviation Regulations Part 150 sets forth the methodology and procedures for preparing aircraft noise exposure maps and developing noise compatibility programs.
4. Who is conducting the studies?
The City of Fort Lauderdale has hired Kimley-Horn and Associates, Inc. (KHA) and its sub-consultants, Harris Miller Miller and Hanson, Inc (HMMH) and Dickey Consulting Services, Inc., to assist Executive Airport staff in conducting the two studies. In addition, the City has formed the Master Plan and Part 150 Coordinating Committee (MPPCC) to provide input on behalf of area residents, airport tenants, other municipalities and regulatory and environmental agencies.
5. How can the public participate in the process?
The general public is also encourage to participate in the studies by attending public meetings held throughout the process, writing or calling the Airport Administration Office, or attending Aviation Advisory Board meetings held on the fourth Thursday of the month.